

S-517

Eastern Shore Railroad-Crisfield Branch

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 03-21-2013

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Eastern Shore Railroad-Crisfield Branch Inventory Number: S-517

Address: _____ City: _____ Zip Code: _____

County: Somerset USGS Topographic Map: Princess Ann, Kingston, Marion, Crisfield

Owner: Maryland Transit Administration Is the property being evaluated a district? no

Tax Parcel Number: N/A Tax Map Number: _____ Tax Account ID Number: _____

Project: _____ Agency: _____

Site visit by MHT Staff: ☐ no ☐ yes Name: _____ Date: _____

Is the property located within a historic district? ☐ yes ☐ no

If the property is within a district

District Inventory Number: S-127

NR-listed district ☒ yes Eligible district ☐ yes District Name: Crisfield Historic District

Preparer's Recommendation: Contributing resource ☐ yes ☒ no Non-contributing but eligible in another context ☐

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

A physical description of the Eastern Shore Railroad-Crisfield Branch may be found under item 7 on the Maryland Inventory of Historic Properties form; the significance of the resource is evaluated under Item 8.

The former Eastern Shore Railroad-Crisfield Branch is not eligible for listing in the National Register. Although the Eastern Shore Railroad-Crisfield Branch played a significant role in the economic and social development of the Delmarva Peninsula communities through which it traveled, little physical evidence remains to reflect the corridor's intended use and significance. A substantial amount of railroad track was previously removed. Surviving track is severely deteriorated and often obscured by vegetated growth. A significant portion of the former railroad corridor is now distinguished by the presence of mature trees. In Crisfield, the track was removed subsequent to the line's abandonment;

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: _____

Reviewer, Office of Preservation Services

Reviewer, NR Program

7/26/2011
Date
8/4/11
Date

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

and the former corridor now serves as the center median for Maryland Avenue, State Route 413. With the exception of the Marion passenger and freight stations, none of the line's former stations exist. Signage at road crossing has been dismantled. The superstructure of the bridge crossing over the Big Annemessex River, the corridor's lone bridge crossing has been removed. This determination has been made in accordance with the National Register Bulletin entitled *How to Apply the National Register Criteria for Evaluation* (National Park Service 1988) and the National Register Bulletin entitled *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (National Park Service 1989, revised 1999).

Prepared by: Joseph Schuchman

Date Prepared: March 8, 2011

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. S-517

1. Name of Property (indicate preferred name)

historic Eastern Shore Railroad-Crisfield Branch

other King's Creek-Crisfield Railroad

2. Location

street and number _____ not for publication

city, town _____ vicinity

county Somerset

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Transit Administration

street and number 6 St. Paul Street telephone (410) 539-5000

city, town Baltimore state MD zip code 21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town _____ tax map _____ tax parcel _____ tax ID number _____

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☒ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	2
<input type="checkbox"/> site		<input type="checkbox"/> defense	1
<input type="checkbox"/> object		<input type="checkbox"/> domestic	1
		<input type="checkbox"/> education	2
		<input type="checkbox"/> funerary	2
		<input type="checkbox"/> government	2
		<input type="checkbox"/> health care	2
		<input type="checkbox"/> industry	2
		<input type="checkbox"/> recreation/culture	2
		<input type="checkbox"/> religion	2
		<input type="checkbox"/> social	2
		<input type="checkbox"/> transportation	2
		<input type="checkbox"/> work in progress	2
		<input type="checkbox"/> unknown	2
		<input checked="" type="checkbox"/> vacant/not in use	2
		<input type="checkbox"/> other:	2
			Total
			Number of Contributing Resources previously listed in the Inventory

7. Description

Inventory No. S-517

Condition

<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Eastern Shore Railroad-Crisfield Branch, facilitated the transportation of the rich seafood products of the Chesapeake Bay to the lucrative markets of the northeast enabling Crisfield for a time to become the second largest city in the State of Maryland.

Little historic fabric remains of the former railroad corridor to reflect its intended use and significance. The linear corridor begins below Kings Creek and continues 16.6 miles southwest traversing through primarily rural, agricultural lands of Somerset County. Present day SR 413 substantially follows the former rail corridor. A substantial amount of railroad track was previously removed. Surviving track is severely deteriorated and often obscured by vegetated growth. Significant portions of the former corridor are now distinguished by the presence of mature trees. Upon entering Crisfield, a dual highway Maryland Avenue (State Route 413) follows the old railroad bed to the city wharf; the rail track was formerly centered on the roadbed median. The northernmost section of this median is grass planted; as Maryland Avenue approaches the Crisfield wharf, a concrete median is utilized. While the railroad played a major role in the creation and development of Crisfield, surviving physical evidence of the rail corridor is minimal.

Included among the surviving elements is the line's sole bridge crossing and a passenger and freight station in Marion. The superstructure of the bridge crossing the Big Annemessex River has been removed; wood abutments, wing walls and piers survive. The Marion Passenger Station is a simply constructed frame building topped by a steeply pitched hip roof and fronted by a brick platform whose existence is made obsolete by the absence of rail track. The former freight station, the larger of the two structures, though modified still reflects its original form and function.

8. Significance

Inventory No. S-517

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	
Specific dates	1866, 1884, 1922		Architect/Builder	Eastern Shore Railroad Company	
Construction dates	1866				
Evaluation for:					
<input checked="" type="checkbox"/> National Register		<input type="checkbox"/> Maryland Register		<input type="checkbox"/> not evaluated	

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

In 1854, a Coast and Geodetic survey of the Chesapeake Bay discovered a large number of oyster beds in Tangier Sound adjacent to Somers Cove. Recognized the importance of this natural resource John W. Crisfield (1806-1897) an attorney from Princess Anne and two term United States congressman (1847-1849 and 1861-1863) urged construction of a railroad south from Delmar to Kings Crossing and then southwest to Sommers Cove (Hayman: 67-68; Kurtze: 8:2).

The Eastern Shore Railroad Company was organized to construct a line from Delmar southwest to Somers Cove, the only deep water port near Tangier Sound. The initial construction from Delmar, Maryland south to Salisbury, Maryland was completed in 1860. Following the Civil War, construction of the line resumed; the first train arrived at the road's southern terminus Sommers Cove on November 4, 1866. With the advent of the railroad the products of the Chesapeake Bay could move from the Eastern Shore to the lucrative markets of the northeast. In recognition of the contributions of John Crisfield in bringing the railroad to the city, the town fathers changed the name of the city from Somers Cove to Crisfield (Hayman: 67; Kurtze: 8:2; (<http://www.lowrshore.net/towns/crisfield.htm>).

Rail stations were established at Kingston, Marion, Hopewell and Crisfield. The rail line's original terminus was located near present day Mariners Road, the then southernmost point of solid ground in Crisfield; a steamboat wharf and a round house had been erected along the path of the rail corridor. This site is located approximately one mile northeast of present day Crisfield wharf (Hayman: 68; Kurtze 8-3).

As the population of Crisfield increased, so did its land area. Discarded oyster shells were dumped to fill the marsh around the southern edge of town, creating a new, roughly half-mile long peninsula. By 1877, the railroad had been extended to the city dock, the community's southernmost location (Kurtze 8-3; Lake, 1877).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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As Crisfield's importance in maritime commerce increased, the town boomed with rapid construction of oyster plants, commercial structures and quickly erected housing. The combination of the railroad and the oysters helped fuel the development of secondary industries in the city including steam canneries, barrel makers, and blacksmiths (<http://www.livingclassrooms.org/lbo>).

Crisfield would become known as the "Seafood Capital of the World". By 1904, the City of Crisfield was the second largest city in the State of Maryland, a distinction it would briefly hold (<http://www.lowrshore.net/towns/crisfield.htm>).

Crisfield was not the only beneficiary of the railroad's presence. In the early 1900s, the community of Marion was famous for being the world's leader in strawberry production earning the title "Strawberry Capital of the World." Several hundred ice refrigerated railroad cars, fully loaded with berries left the Marion Station each day during the peak of the season. One could see trucks and wagons loaded with strawberries lined up for over a mile waiting to go through the "auction block" located in the center of town (<http://www.trainweb.com/marionstation>).

On June 1, 1884, the Eastern Shore Railroad was merged into the New York, Philadelphia and Norfolk (N. Y. P. & N) Railroad. Still operated as a branch railroad, the Crisfield line continued to do brisk business. Although the Pennsylvania Railroad acquired control of the N.Y. P. & N. in 1908, the latter railroad continued to operate under its own organization (Hayman: 71-2).

In 1922, under a long term lease the Pennsylvania Railroad assumed operation of the New York, Philadelphia and Norfolk Railroad, which had proved to be a profitable line. The economic upheaval of the Great Depression coincided with the depletion of the Chesapeake Bay oyster beds as a result of overfishing, bringing a halt to Crisfield's economic development and an end to the railroad's prosperous years (Hayman:159; Kurtz: 8-5).

Passenger service was hit hardest. On Apr. 23, 1949, passenger service ended between Kings Creek and Crisfield. The Pennsylvania Railroad became the ill-fated Penn Central in 1968. When Conrail was formed from Penn Central and the other bankrupt northeastern railroads in 1976, the Crisfield Branch was officially abandoned (Baer, http://www.prrths.com/Hagley/PRR_hagley_intro.htm).

9. Major Bibliographical References

Inventory No. S-517

The Maryland Room Collection, Talbot County Library, Clippings Files.

Publications:

Clark, Charles B., *Eastern Shore of Maryland and Virginia* (Vol. 2) (New York, NY: Lewis Historical Publishing Co., 1950).
Hayman, John C., *Rails Along the Chesapeake, A History of Railroadng on the Delmarva Peninsula, 1827-1978* (Marvadel Publishers, 1979)
Kurtze, Peter and Touart, Paul, *National Register of Historic Places Nomination, Crisfield Historic District* (Unpublished document, May, 1989).

Maps:

Lake, Griffing and Stevenson, *Atlas of Wicomico. Somerset and Worcester Counties, Maryland (1877)* as reprinted in "The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland" (Salisbury: The Wicomico Bicentennial Commission, 1976).
Crisfield, Maryland, United States Geological Survey, 1903.
Crisfield, Maryland (New York: Sanborn Map & Publishing Company, August, 1885).
Deal Island, Maryland, United States Geological Survey, 1903.
Pennel Corporation, *Formerly Right of Way and Track Map, New York, Philadelphia and Norfolk Railroad, Crisfield Branch, Station 105+60 to Station 158+40*, Office of Division Engineer, Cape Charles, Virginia, June, 1915.
Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899.
Marion, Somerset County, Maryland (New York: Sanborn Map & Publishing Company, March, 1917).
New Railroad Map of the States of Maryland, Delaware and the District of Columbia (Philadelphia: O. W. Gray and Sons, 1877).
Pennsylvania Railroad and its Connections, December 1, 1911.
Princess Anne, Maryland, United States Geological Survey, 1901.

Websites:

Baer, Christopher T., A General Chronology of the Pennsylvania Railroad Company, Predecessors, and Successors and its Historical Context, 2949 Chronology, 1976 Chronology (http://www.prrhs.com/Hagley/PRR_hagley_intro.htm).
Crisfield, Maryland and the Surrounding Areas (<http://www.lowershore.net/towns/crisfield.htm>)
Marion Station Railroad Museum, (<http://www.trainweb.com/marionstation>).
Waterman, Glenn, The Last Waterman (<http://www.livingclassrooms.org/lbo>).

10. Geographical Data

Acreage of surveyed property	N/A	50.30
Acreage of historical setting	N/A	
Quadrangle name	Princess Anne, Md; Kingston, MD	Quadrangle scale: 1:24 000
	Marion, MD; Crisfield, MD	

Verbal boundary description and justification

This resource encompasses the right-of-way of the former Eastern Shore Railroad-Crisfield Branch. The northern boundary of the railroad begins below Kings Creek at the former juncture of the Eastern Shore Railroad's Crisfield Branch and Newtown Branch. The rail corridor continues 16.6 miles southwest traversing through primarily rural, agricultural lands of Somerset County, embracing the communities of Westover, Kingston, Marion, and Hopewell prior to continuing down Crisfield's Main Street to its southern terminus at the Crisfield dock. Present day SR 413 substantially follows the former rail corridor. Remaining sections of track are deteriorated and overgrown; significant portions of the corridor are now distinguished by the presence of mature trees. At grade crossings, the track has either been paved over or removed. Surviving features include the single line track corridor, associated road crossings, and signage, the remnants of a railroad bridge across the Big Annemessex River and the Marion passenger and freight station. Upon entering Crisfield, a dual highway Maryland Avenue (State Route 413), follows the old railroad bed to the city wharf; the rail track was formerly centered on the roadbed median.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. S-517

Name
Continuation Sheet

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11. Form Prepared by

name/title	Joseph Schuchman		
organization	STV Inc	date	March 8, 2011
street & number	205 West Welsh Drive	telephone	(610) 385-8360
city or town	Douglassville	state	PA

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

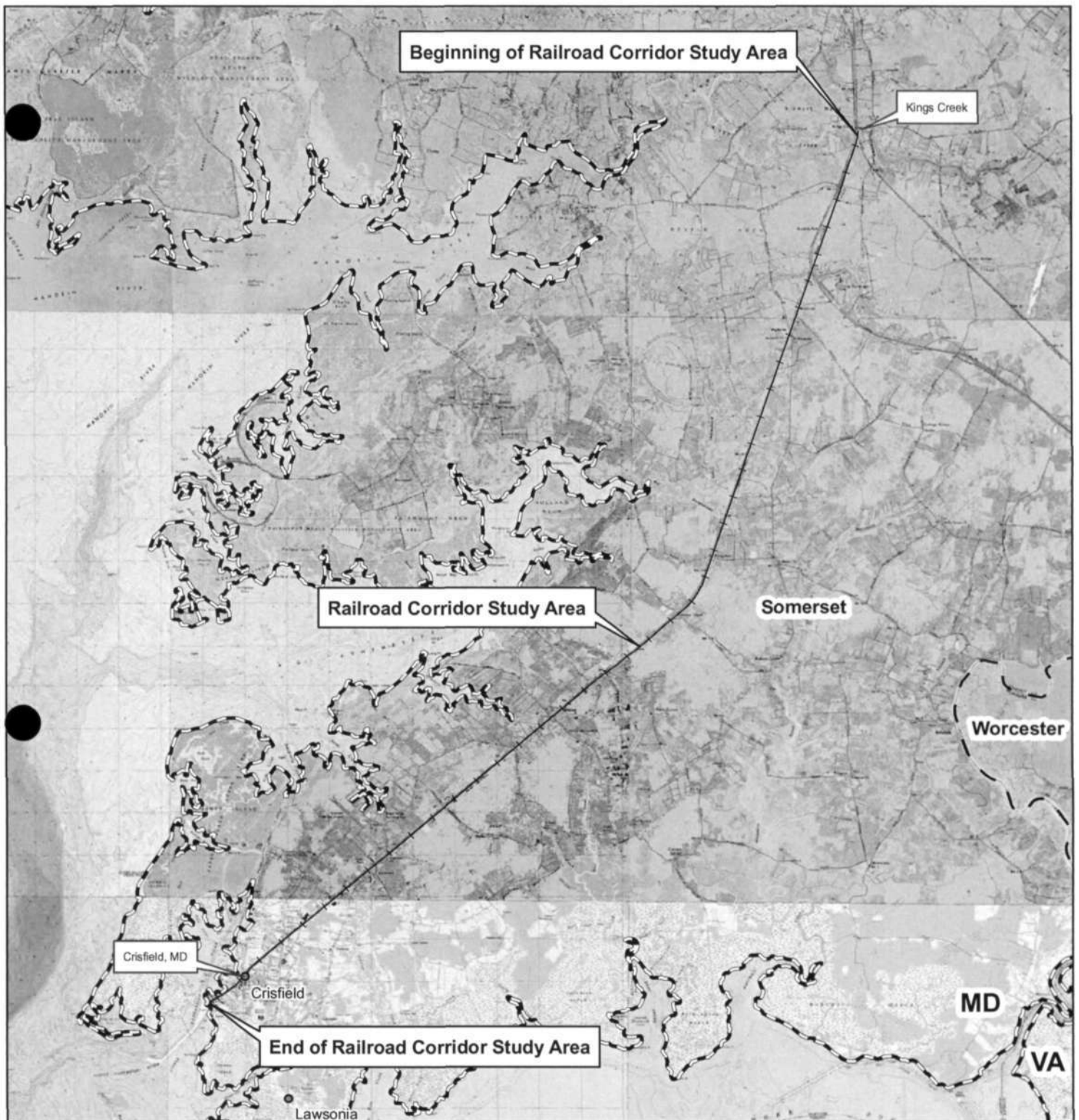


Figure 1
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Source: U.S. Geological Survey, Somerset
 County, MD Topographic Quadrangle Mosaic



1 inch = 2 miles

Legend	
	Rail line
	County line
	State line

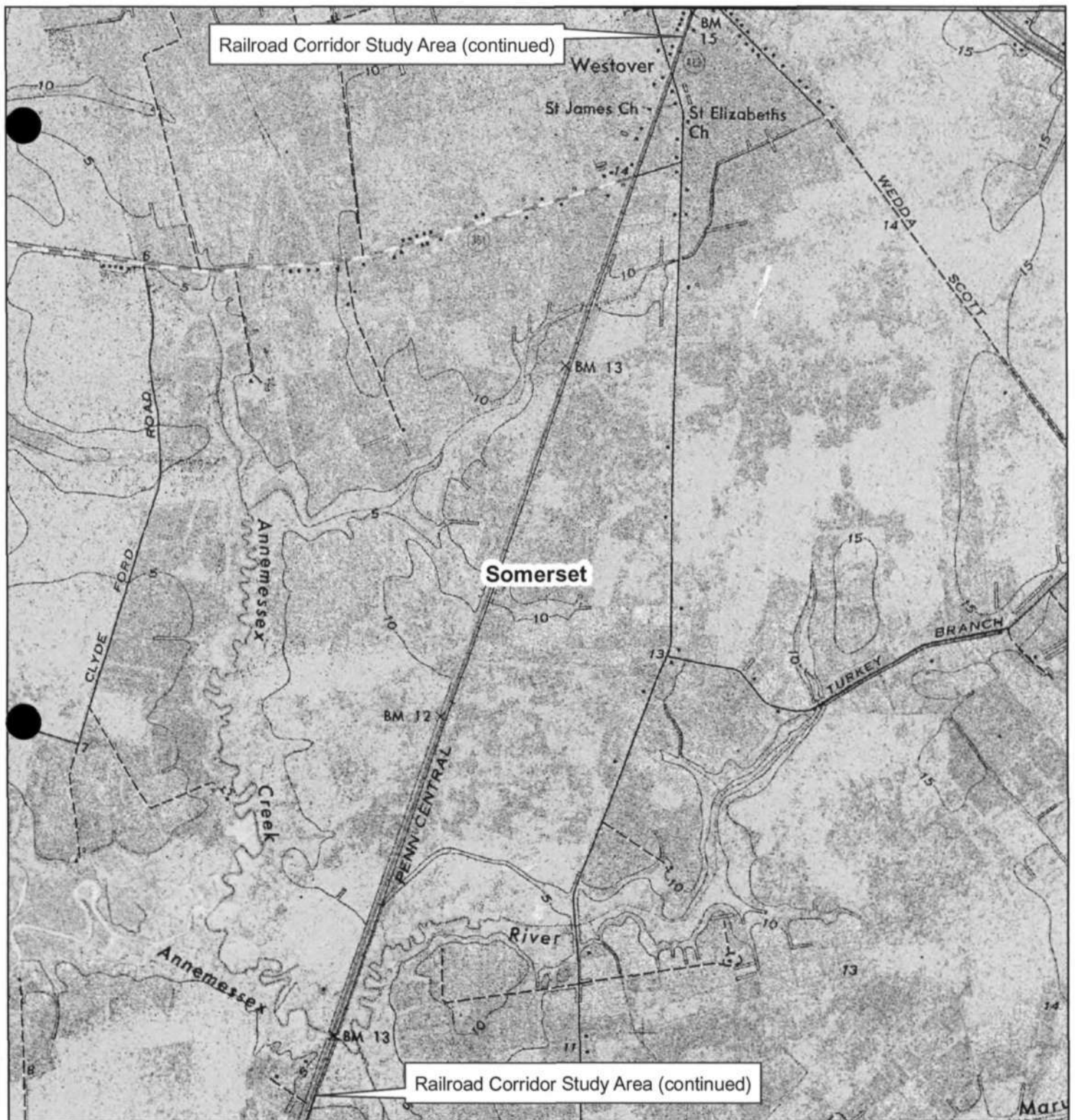


Figure 2b
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Kingston
 MD 7.5-Minute Topographic Quadrangle



Feet
 0 1,000 2,000 4,000
 1 inch = 2,000 feet

Legend

- +— Rail line
- - - County/state line

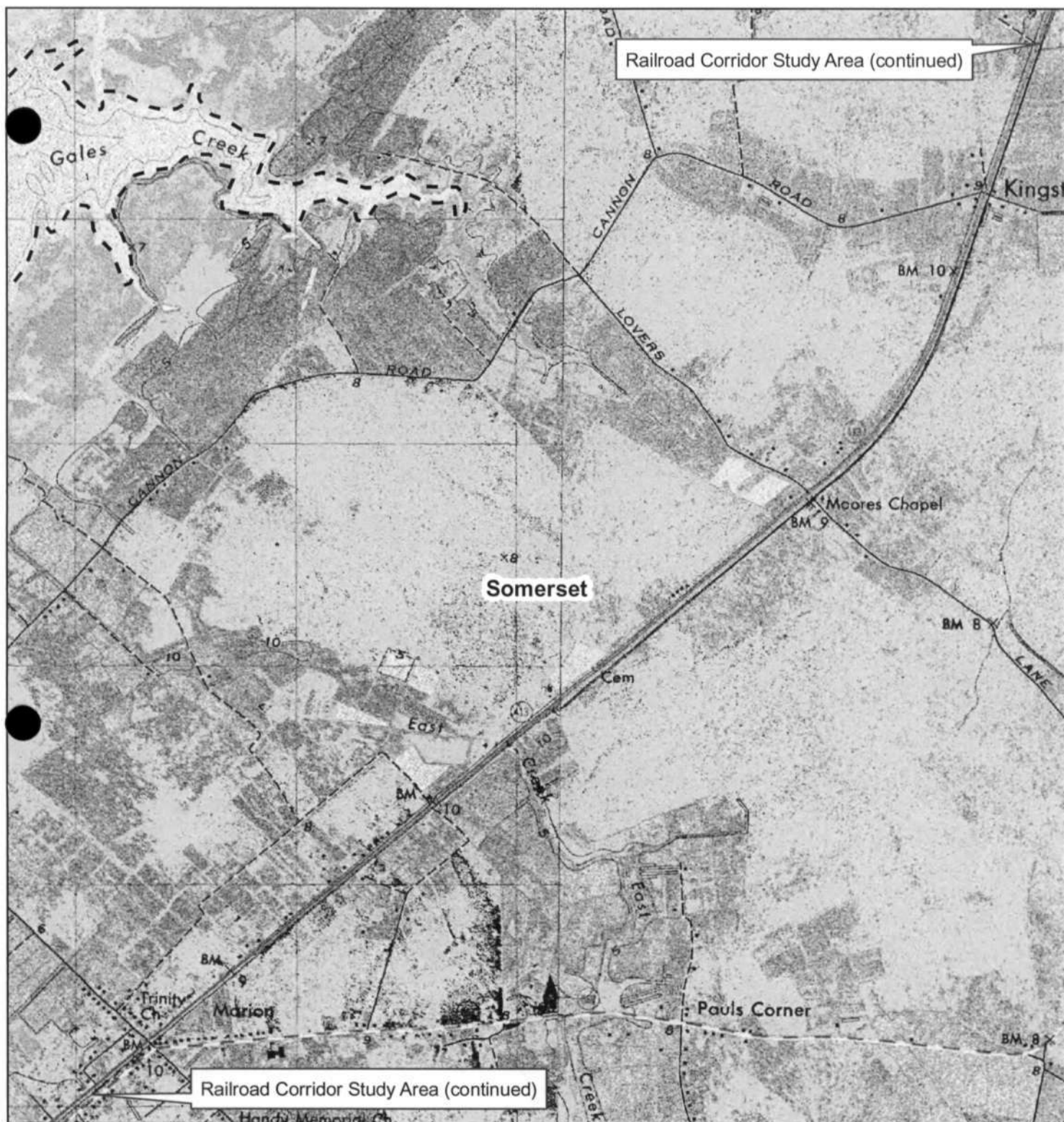


Figure 2c
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Kingston MD
 and Marion MD 7.5-Minute Topographic Quadrangles



Feet
 0 1,000 2,000 4,000

1 inch = 2,000 feet

Legend

- +— Rail line
- - - County/state line

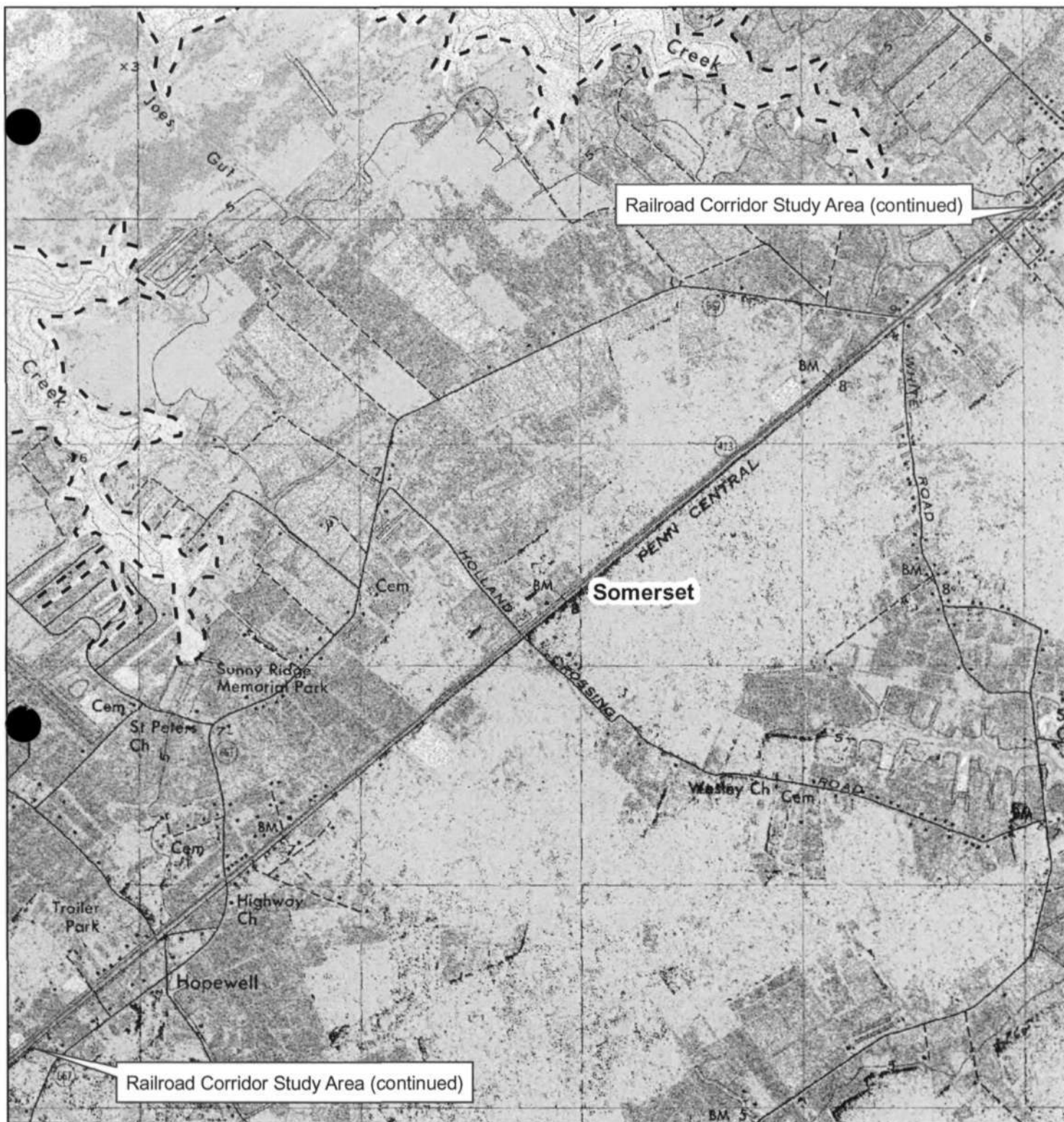


Figure 2d
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Marion
 MD 7.5-Minute Topographic Quadrangle



Feet
 0 1,000 2,000 4,000

1 inch = 2,000 feet

Legend

- +— Rail line
- - - County/state line

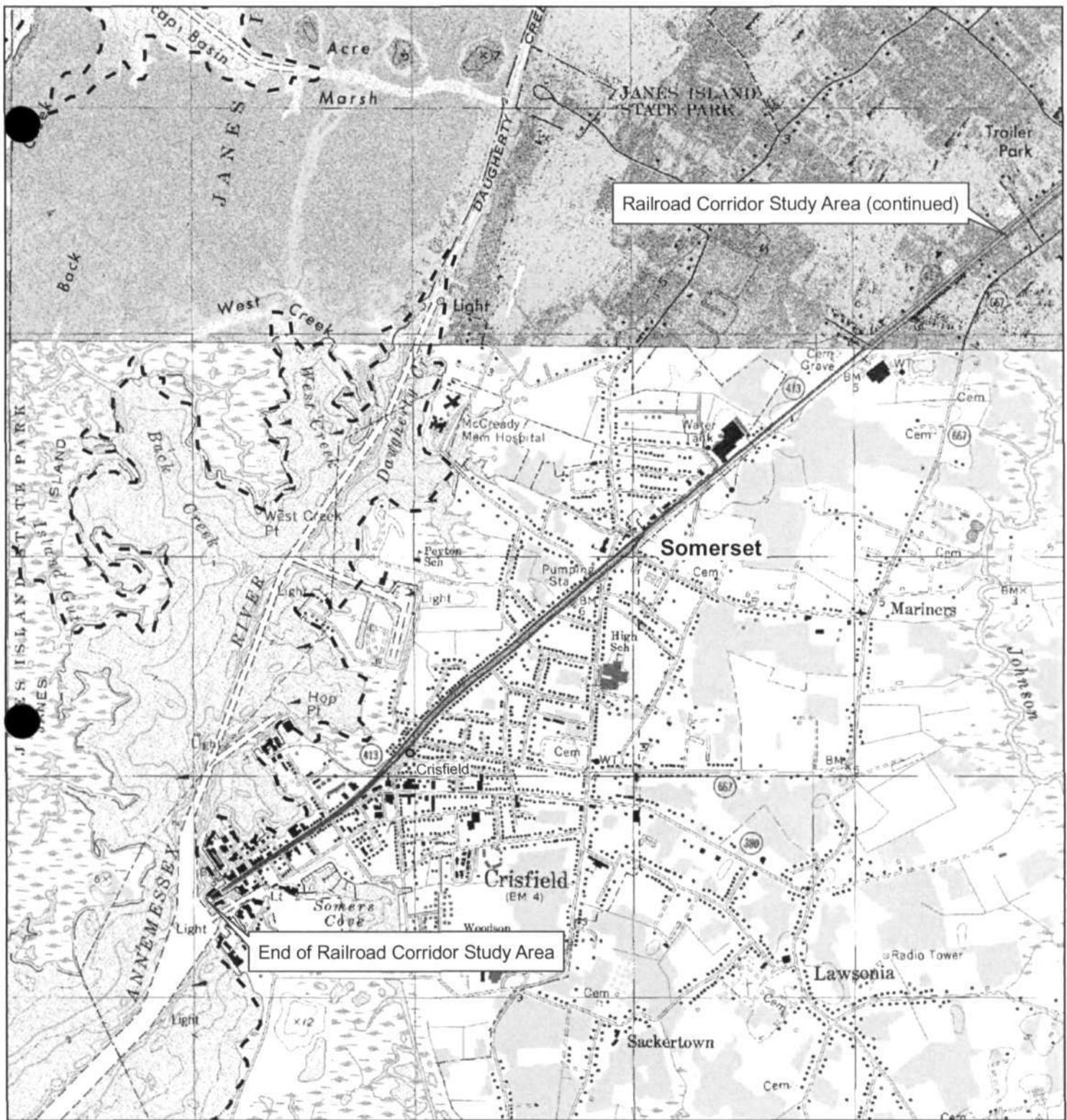


Figure 2e
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Marion MD and
 Crisfield MD 7.5-Minute Topographic Quadrangles

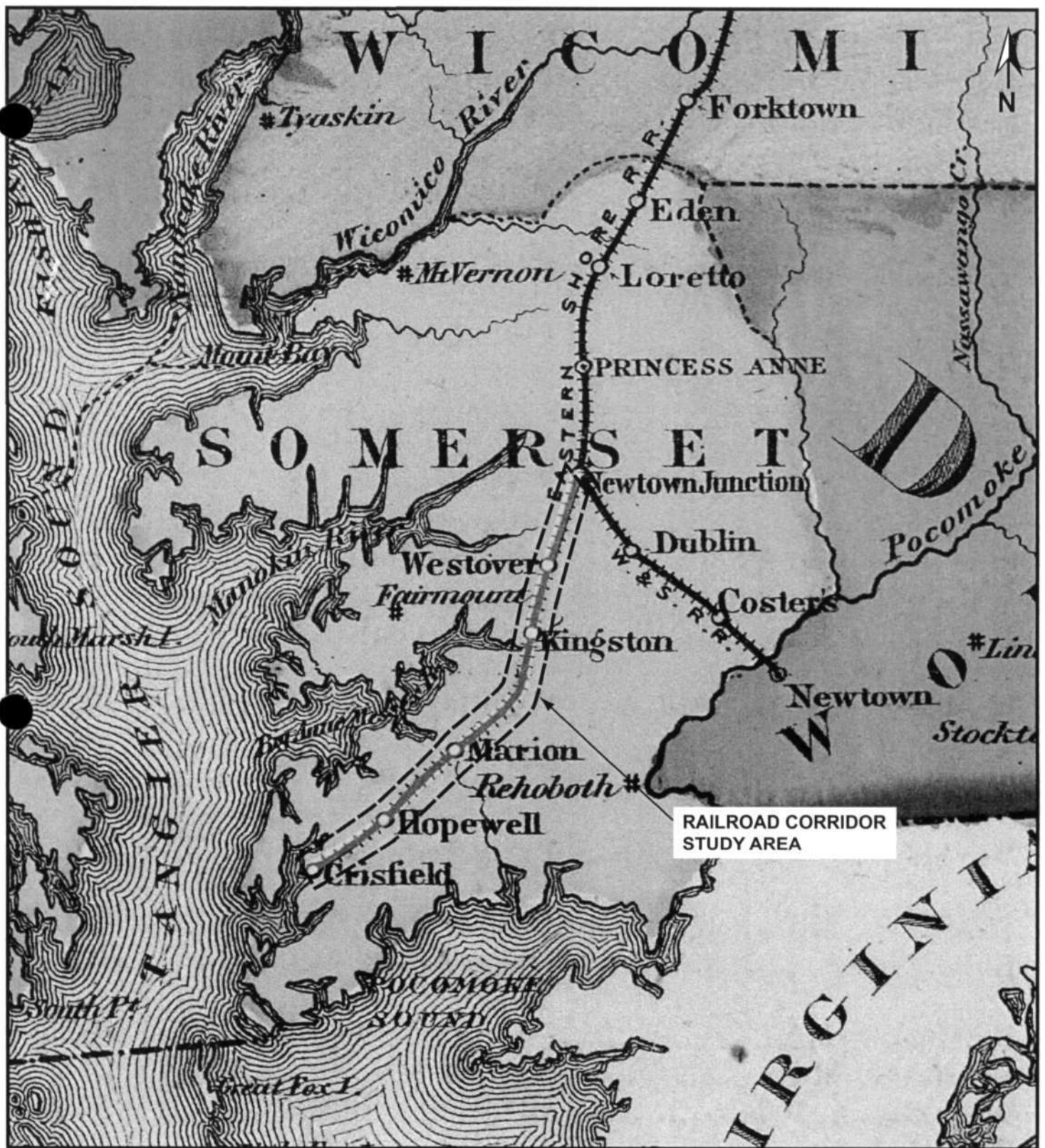


Feet
 0 1,000 2,000 4,000

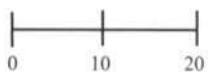
1 inch = 2,000 feet

Legend

- +— Rail line
- - - County/state line

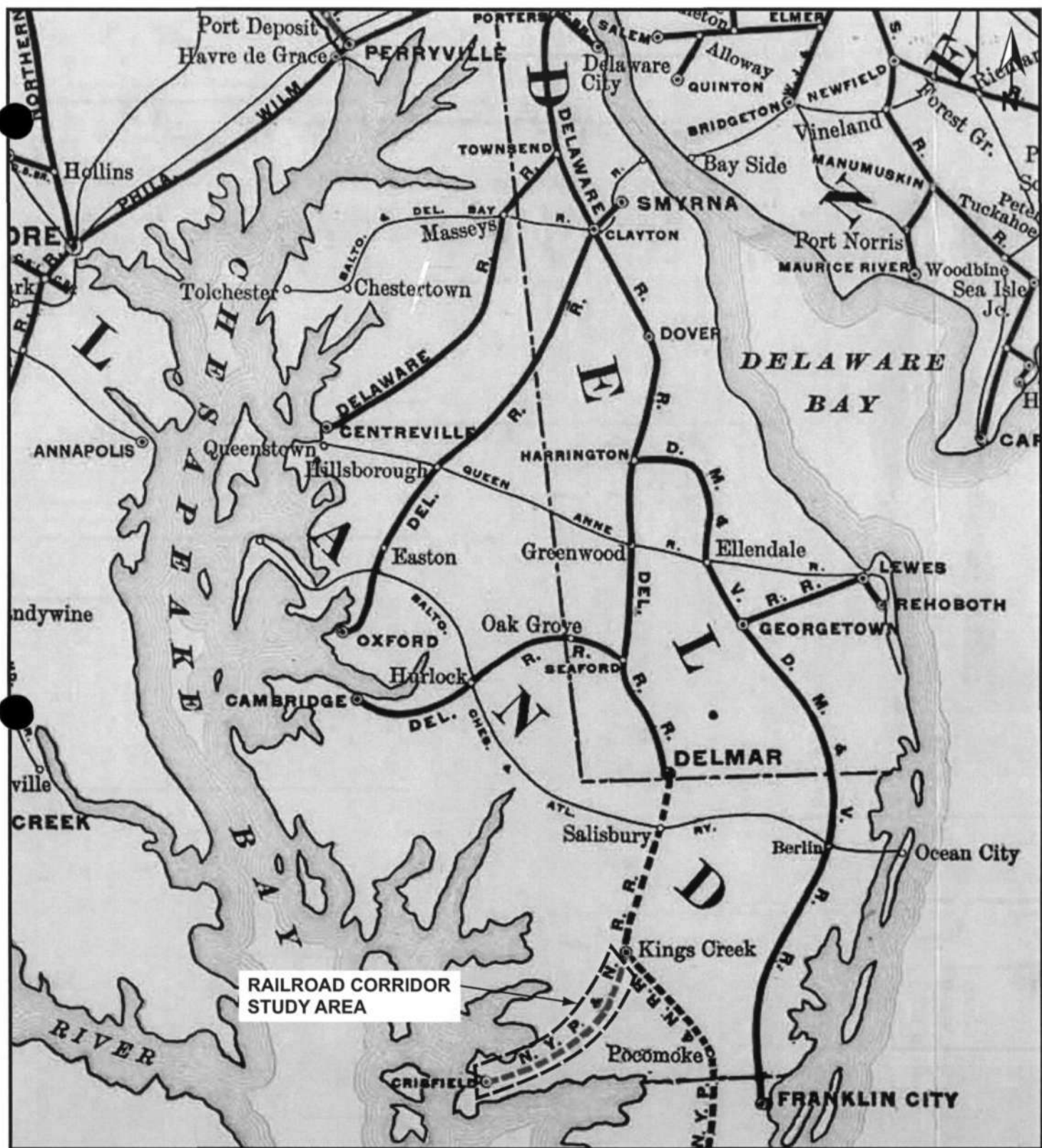


SCALE: 1" = 20 miles

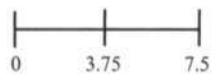


REFERENCE: 1873 New Railroad Map of the States of Maryland, Delaware and the District of Columbia

FIGURE 3
 THE EASTERN SHORE RAILROAD - 1873
 EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
 SOMERSET COUNTY, MARYLAND
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: 1" = 7.5 miles



REFERENCE: Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899

FIGURE 4

THE CRISFIELD BRANCH, NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD - 1899
 EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
 SOMERSET COUNTY, MARYLAND
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

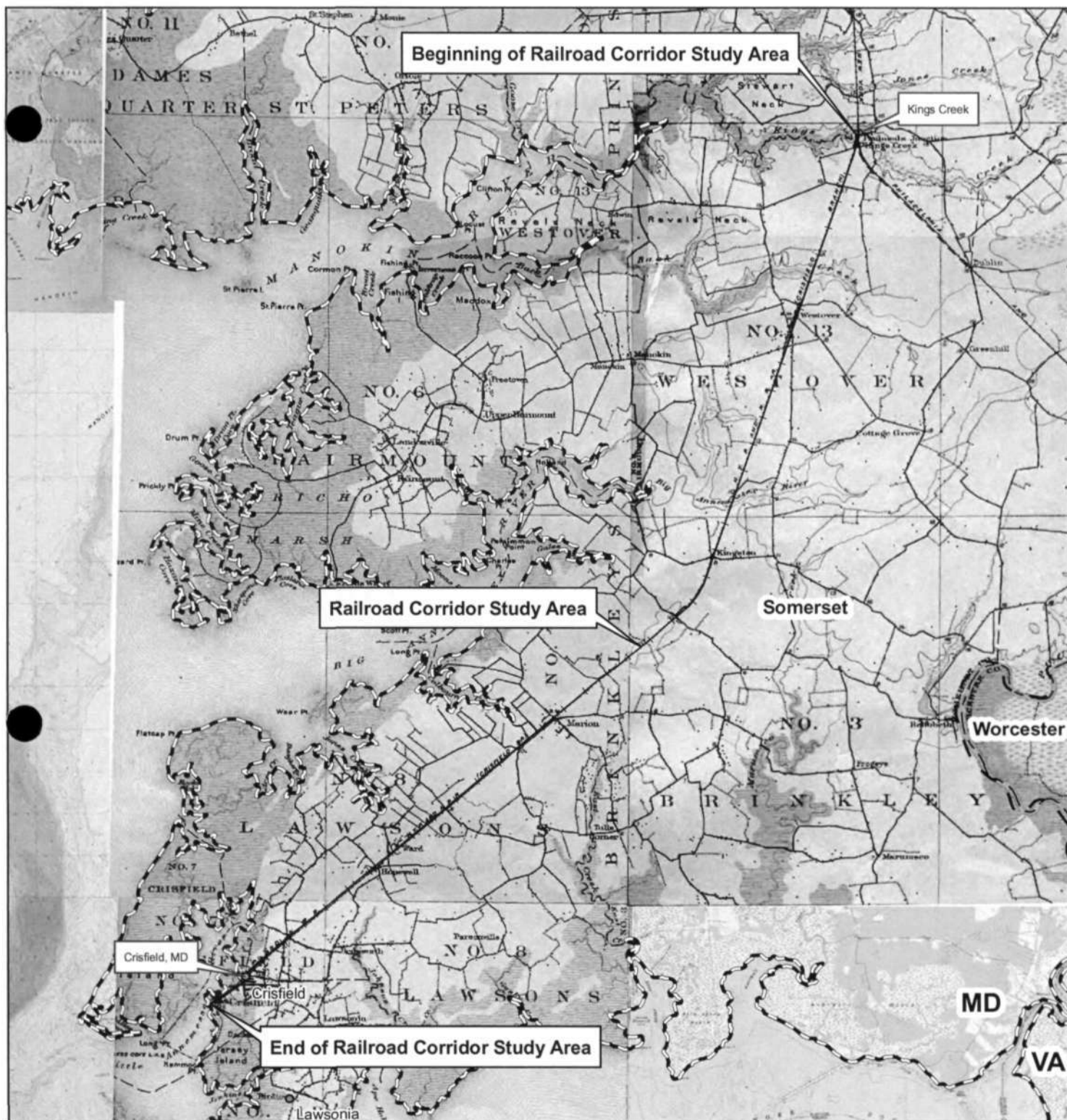
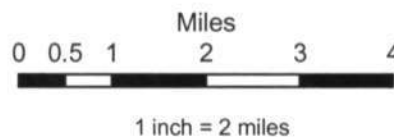


Figure 5
Eastern Shore Railroad, Crisfield Branch (circa 1901-1903)-S-517
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: MyTopo.com, 1901 Princess Anne, 1903 Deal Island, and 1903 Crisfield, MD U.S. Geological Survey 15-Minute Topographic Quadrangles



Legend

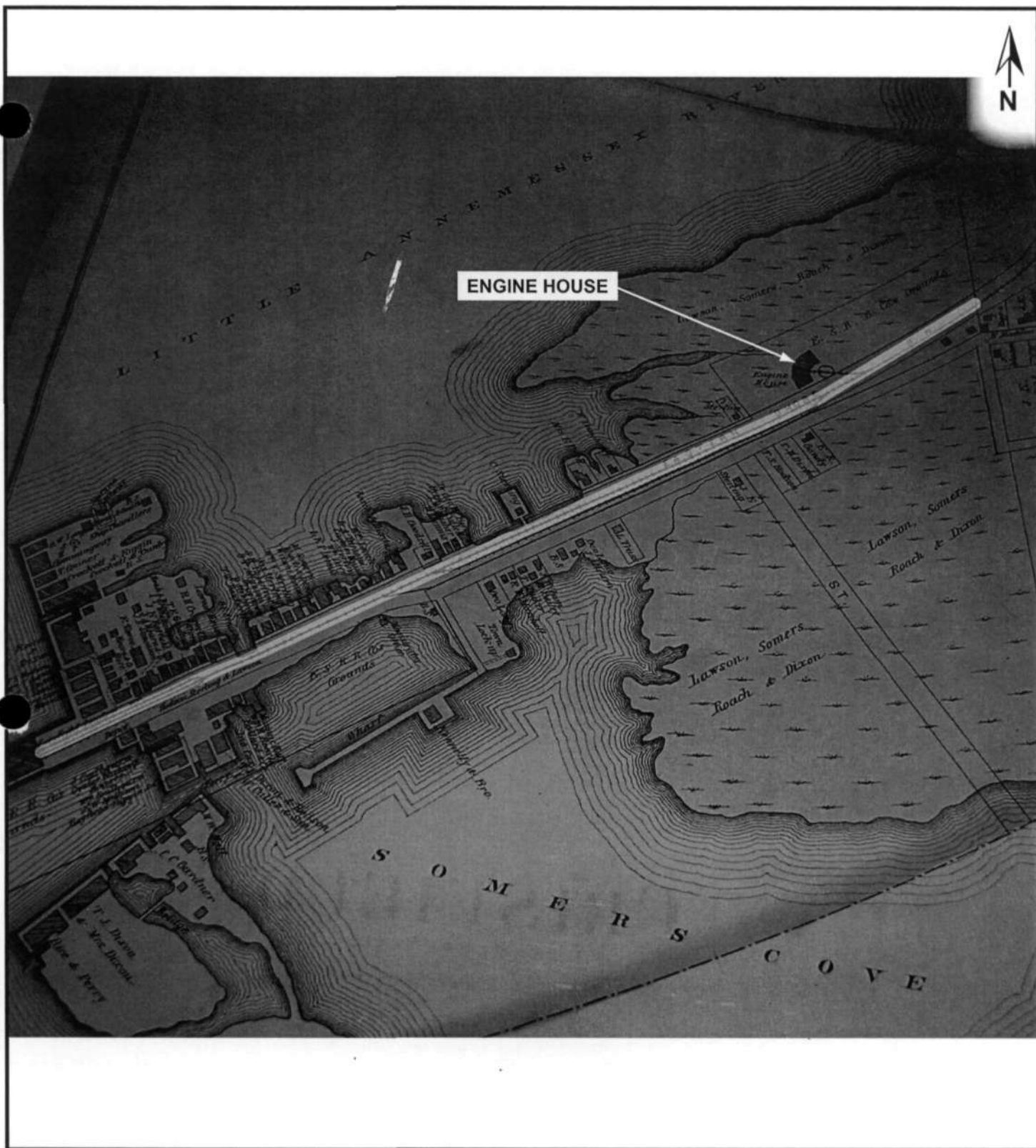
- Rail line
- County line
- State line



SCALE: Unknown

REFERENCE: Pennsylvania Railroad and its Connections,
Dated December 1, 1911

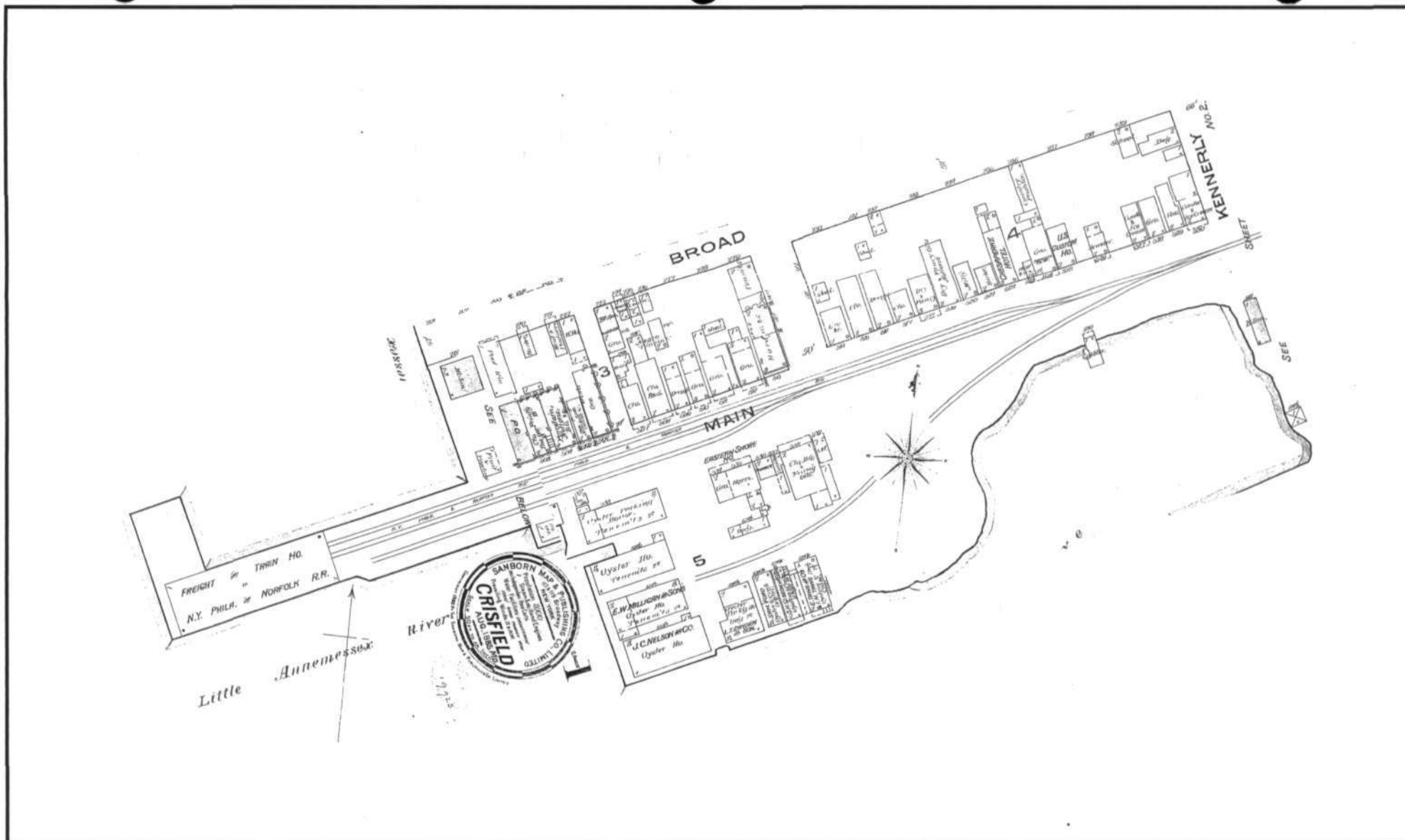
FIGURE 6
THE CRISFIELD BRANCH, NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD - 1911
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Atlas of Wicomico, Somerset and Worcester Counties, Maryland
Dated 1877

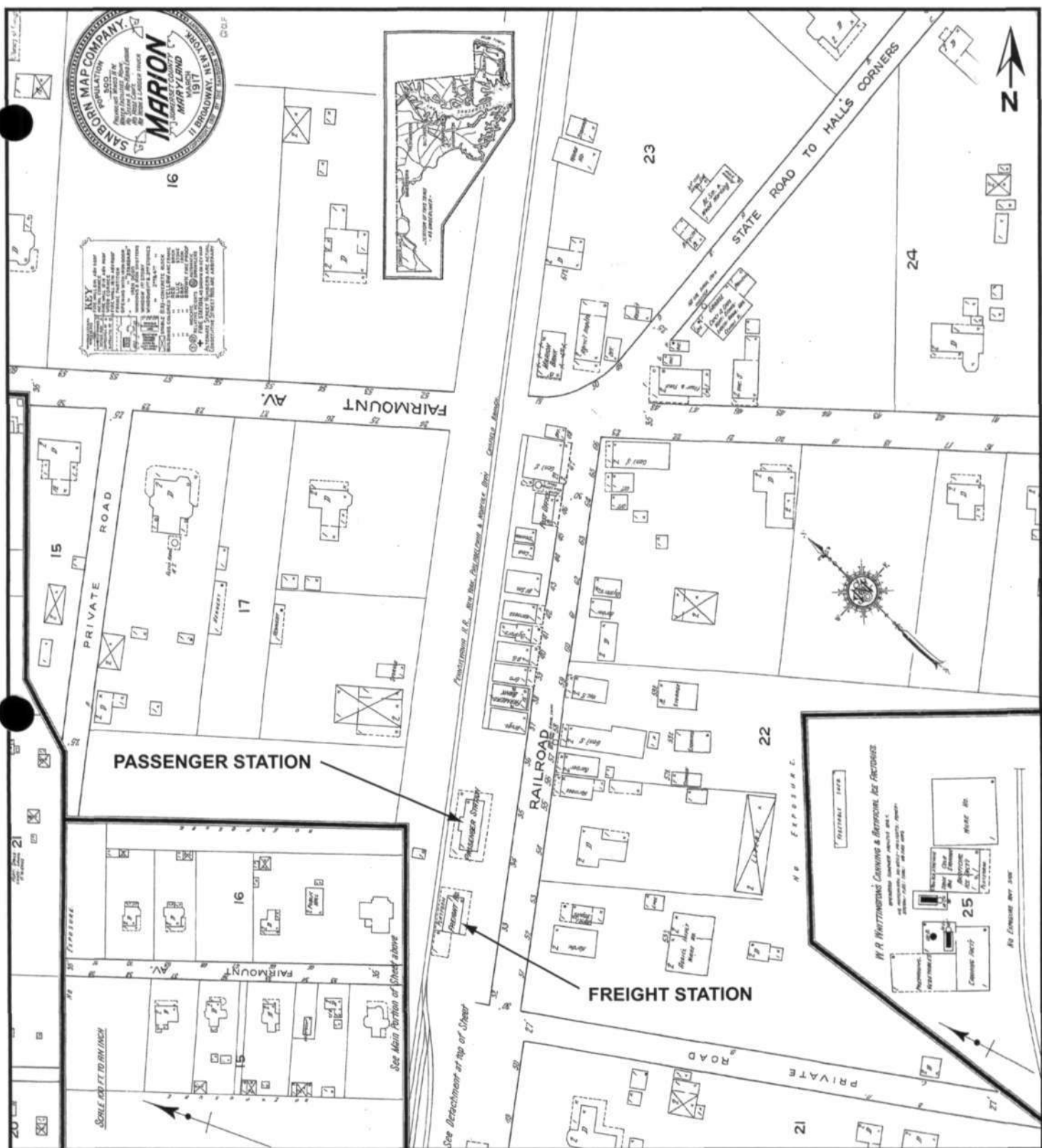
FIGURE 8
EASTERN SHORE RAILROAD - 1877
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Sanborn Map & Publishing Company Limited, New York
Crisfield, Maryland - August 1885

FIGURE 9
CRISFIELD FREIGHT STATION - 1885
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Sanborn Map Company - Marion, Somerset County, Maryland - March 1917

FIGURE 10
MARION PASSENGER AND FREIGHT STATIONS - 1917
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

S-517

Eastern Shore Railroad, Crisfield Branch

Somerset County, Maryland

Joseph Schuchman, Photographer

Ink and Paper used as listed in National Register of Historic Places Photograph Policy:
Epson Ultra Chrome Pigmented Inks and prints produced on Epson Premium Glossy paper.

Photograph 1: S517_2010-05-26_01.tif - View from Mile Post 119 towards the Eastern Shore Railroad looking north above the juncture of the Crisfield Branch and Newtown Branch.

Photograph 2: S517_2010-05-26_02.tif - View looking south from Mile Post 119 illustrating the approximate location at which the rail lines diverged, the existing line, the Newtown branch, continuing southeast towards Cape Charles, Virginia. Little physical evidence remains of former Crisfield branch which extended southwest from this location.

Photograph 3: S517_2010-05-26_03.tif - View looking northeast from Sam Barnes Road (SR 673) towards the corridor of the Eastern Shore Railroad, Crisfield Branch, Westover vicinity.

Photograph 4: S517_2010-05-26_04.tif - View looking northeast from Ritzel Road towards the corridor of the Eastern Shore Railroad, Crisfield Branch, Westover vicinity.

Photograph 5: S517_2010-05-26_05.tif - View looking southwest from Ritzel Road towards the corridor of the Eastern Shore Railroad, Crisfield Branch, Westover vicinity

Photograph 6: S517_2010-05-26_06.tif - View looking northeast from Towes Campus Drive, Westover vicinity towards the Crisfield Highway (SR 413). The tree line to the right of the road distinguishes a substantial portion of the former Crisfield Branch railroad corridor between Kingston and Crisfield.

Photograph 7: S517_2010-05-26_07.tif - View looking southwest from Towes Campus Drive, Westover vicinity towards the Crisfield Highway (SR 413). The tree line to the left of the road distinguishes a substantial portion of the former Crisfield Branch railroad corridor between Kingston and Crisfield.

Photograph 8: S517_2010-05-26_08.tif - View looking south-southeast toward the surviving piers and foundation walls of Bridge No. 5.96 which formerly carried the Eastern Shore Railroad, Crisfield Branch across the Big Annemessex River, Westover vicinity.

Photograph 9: S517_2010-05-26_09.tif - View looking south towards the former Marion Passenger station and platform.

S-517: Eastern Shore Railroad, Crisfield Branch, Somerset County, Maryland

Photograph 10: S517_2010-05-26_10.tif - View looking southeast towards the former Marion Passenger station and platform.

Photograph 11: S517_2010-05-26_11.tif - View looking northeast towards the former Marion Passenger station and platform.

Photograph 12: S517_2010-05-26_12.tif - View looking southwest towards the street elevation of the former Marion freight station.

Photograph 13: S517_2010-05-26_13.tif - View looking southwest from the intersection of Holland Crossing Road towards the former Crisfield Branch railroad corridor, Hopewell vicinity.

Photograph 14: S517_2010-05-26_14.tif - View looking northeast from 4836 Crisfield Highway, Crisfield (SR 413) vicinity; the tree line to the right of SR 413 distinguishes a significant portion of the corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 15: S517_2010-05-26_15.tif - View looking southwest from 4836 Crisfield Highway (SR 413); Crisfield vicinity; the tree line to the left of SR 413 distinguishes a significant portion of the railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 16: S517_2010-05-26_16.tif - View looking southwest from Wynfall Avenue, Crisfield vicinity towards Maryland Avenue (SR 413); the center median delineates the former railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 17: S517_2010-05-26_17.tif - View looking southwest from Collins Avenue towards Maryland Avenue (SR 413); the center median delineates the former railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 18: S517_2010-05-26_18.tif - View looking southwest from Fourth Street towards Maryland Avenue (SR 413); the center median delineates the former railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 19: S517_2010-05-26_19.tif - View looking northeast along West Main Street (SR 413), Crisfield; the center median delineates the former railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 20: S517_2010-05-26_20.tif - View looking southwest along West Main Street (SR 413), Crisfield; the center median delineates the former southern terminus of the Eastern Shore Railroad, Crisfield Branch.



1/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/22/10

N. Toward Eastern Shore RR



2/20 SE17 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

S from MP 119 toward juncture Newtown Branch and
abandoned Cristfield Branch



3/20 8517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/18

NE from Sam Barnes Rd (SR 673) towards RR corridor

Westover



4/20 S517 Eastern Shore RR

Somerset, MD

J. Schachman, 5/26/10

NE from Ritzel Rd toward RR Corridor, Westover vicinity



5/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

SW from Ritzel Rd toward RR corridor, Westover vicinity

Epson
Professional Paper

Epson
Prof



6/20 SS17 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

NE from Towles Campus Drive, Westover Vicinity toward RR
Corridor



7/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

SW from Tones Campus Dr., westover vicinity toward RR corridor



8/20 Eastern Shore RR

Somerset, MD

J. Schachman 5/26/10

SE toward Bridge # 5.96 across Big Annemessex River

Westover Vicinity



9/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

S toward Marion Passenger Station



WATER TRAILS
Trading Post
SQUANNOCK INDIAN
TRAIL MUSEUM
Museum

10/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

SE toward Marion Passenger Station



COLEMAN'S INDIAN
TRIBAL MUSEUM
Museum Closed

1980
1981
1982

11/20 8517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

NE toward Marion Passenger Station



12/20 SS17 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

SW Toward Marion Freight Station

EP-100

lco
UTO
NO DELIVERY
PARTS
CUSTOMERS



13/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

SW from Holland X-ing Rd toward RR corridor, Hopewell
vicinity



14/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

NE from 4836 Cristfield Hwy (SR 413), Cristfield vicinity, toward
RR corridor, 270



15/20 3517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5(26(10

Sw from 4836 Cristfield Hwy (SR 413), Cristfield vicinity RR corridor



16/20 S517 Eastern Shore RR

Sorner Set, MD

J. Schuchman, 5/26/10

SW from Wynthall Avenue, Crisfield vicinity toward RR
corridor



17/20 5517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/00

SW from Collins Ave. toward RR corridor.



18/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

SW from Fourth St. toward RR corridor.



19/20 S517 Eastern Shore RR

Somerset, MD

J. Schachman, 5/26/10

NE along West Main Street (SR 413), Crisfield Toward RR
Corridor



20/20 5517 Eastern Shore RR

Somerset, MD

Schuchman, 5/26/10

SW toward the former RR Southern Terminus.